

Appl. No. 10/536,921  
Response to Office Action of April 6, 2006

PATENT  
Docket No.: DE020295  
Customer No. 000024737

**Amendment to the Specification:**

*Please replace the paragraph on page 3, lines 27-29 with the following amended paragraph:*

The embodiment dealt with in claim 4 can be used to realize a comfortable and easy to implement slow down of the component if the ~~breaking~~ braking means should be activated before the ~~component~~ component has reached the locking position.

*Please replace the paragraph on page 4, lines 22-30 with the following amended paragraph:*

The ceiling-stand carriage 12 contains a control unit 122 to which are fed the signals from a position-sensing unit 123, which is used to determine the distance between the ceiling-stand carriage 12 and a wall W of the examination room. Also connected to the control unit 122 is a braking means 124 for the ceiling-stand carriage 12. The braking means 124 is preferably an electromagnetic brake that is active in the de-energized state, that is to say the ceiling-stand carriage is fixed in relation to the ceiling-stand rail 11 and can be released by feeding current to the brake. The braking means 124 may, in general, also be an electrical brake of some other kind and/or a known electromechanical locking means. For example, a magnetic particle clutch or ~~break~~ brake can be used.

*Please replace the paragraph on page 7, lines 3-12 with the following amended paragraph:*

In order to stop the ceiling-stand carriage 12 softly or smoothly at the triggering position Bx, the stop distance or stop time could be increased by activating the ~~breaking~~ braking means ~~already~~ before the ceiling-stand carriage 12 has reached the trigger position Bx. Therefore, if the speed on entering the window A-C and before reaching the triggering position Bx is below the limiting value or drops below the limiting value,

Appl. No. 10/536,921  
Response to Office Action of April 6, 2006

PATENT  
Docket No.: DE020295  
Customer No. 000024737

the control unit 122 controls (i.e. with a pulse-with pulse-width modulation) the ~~break~~  
brake 124 with respect to the available stop distance and the current speed of the of the  
ceiling-stand carriage 12. As a result, the ceiling-stand carriage 12 can be smoothly,  
nearly vibration-free and exactly stopped at the triggering position Bx, without any  
unnecessary efforts for the user.